

Annual Report on Funding Recommendations

Fiscal Year 2012

New Starts, Small Starts, and Paul S. Sarbanes Transit in
Parks Program

Report of the Secretary of Transportation
to the United States Congress
Pursuant to 49 U.S.C. 5309(k)(1)

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Alphabetical List of Acronyms

Acronym	Name
AA	Alternatives Analysis
ANPRM	Advance Notice of Proposed Rulemaking
ATPPL	Alternative Transportation in the Parks and Public Lands
BRT	Bus Rapid Transit
CBD	Central Business District
CMAQ	Congestion Mitigation and Air Quality
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESWA	Early Systems Work Agreement
FONSI	Finding of No Significant Impact
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FY	Fiscal Year
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
LONP	Letter of No Prejudice
LPA	Locally-Preferred Alternative
LRT	Light Rail Transit
MIS	Major Investment Study
MOS	Minimum Operable Segment
NEPA	National Environmental Policy Act
NPRM	Notice of Proposed Rulemaking
PE	Preliminary Engineering
PCGA	Project Construction Grant Agreement
ROD	Record of Decision
ROW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
TEA-21	Transportation Equity Act for the 21 st Century (1998)
STP	Surface Transportation Program
USC	United States Code
YOE	Year of Expenditure

Executive Summary

This *Annual Report on Funding Recommendations* is issued by the Secretary of Transportation to help inform the appropriations cycle for the upcoming fiscal year by providing information on projects included in the Federal Transit Administration's (FTA) discretionary New Starts and Small Starts programs. These programs are part of the Major Capital Investment Grant Program provisions of 49 USC 5309, most recently reauthorized in August 2005 by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).¹ New Starts projects are those whose sponsors are requesting \$75 million or more in New Starts funds, or anticipating a total capital cost of \$250 million or more (49 USC 5309(d)). Small Starts projects are those whose sponsors are requesting less than \$75 million in Small Starts funds and anticipating a total capital cost of less than \$250 million (49 USC 5309(e)).

FTA's discretionary Major Capital Investment Grant program is the Federal government's primary financial resource for supporting major transit capital projects that are locally planned, implemented, and operated. The program has helped to make possible dozens of new or extended transit fixed guideway systems across the country—heavy rail, light rail, commuter rail, bus rapid transit systems, and ferries. These public transportation investments, in turn, have improved the mobility of millions of Americans, provided alternatives to congested roadways, and fostered the development of safer, more viable and livable communities.

This report provides vital funding and project information to Congress about the New and Small Starts programs. This report also includes information about the Paul S. Sarbanes Transit in Parks Program, codified at 49 USC 5320, and formerly known as the Alternative Transportation in Parks and Public Lands Program. Section 5320 requires the Secretary of Transportation, in consultation with the Secretary of the Interior, to prepare an annual report on the allocation of amounts available to projects under the transit in parks program. The law further directs that the annual report on the transit in parks program be included in this *Annual Report*.

The information in this report is arranged in one main section and two appendices:

- **MAIN SECTION: NEW AND SMALL STARTS PROJECT RATINGS** provides the detailed results of FTA's evaluation and rating of the project justification and local financial commitment criteria for 17 proposed major capital investments in preliminary engineering or final design; the results of FTA's streamlined evaluation and rating of seven Small Starts and nine Very Small Starts projects in project development (simple, low-risk projects that qualify for a highly simplified project evaluation and rating process by FTA); and brief summaries of the status of six projects in the preliminary engineering or final design stages whose sponsors are requesting less than \$25 million in New Starts funding and, which are, therefore, currently exempt from the New Starts evaluation and rating process. Ratings reflect information as of November 2010 or earlier.

¹ The mandate for the *Annual Report* is a continuation of detailed provisions first established by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, and reauthorized by SAFETEA-LU, signed into law on August 10, 2005. SAFETEA-LU made changes to the New Starts program, including the creation of the Small Starts program.

- **APPENDIX A: FY 2012 EVALUATION AND RATING PROCESS** describes FTA's process for evaluating and rating New Starts projects currently in the preliminary engineering and final design stages, including the measures and rating breakpoints used. Also covered here is the evaluation and rating process for Small Starts and Very Small Starts projects in the project development stage.
- **APPENDIX B: PAUL S. SARBANES TRANSIT IN PARKS PROGRAM** describes the allocation of funds under this program as required by SAFETEA-LU under 40 USC 5320. SAFETEA-LU Section 3021, which amended Section 5320 of Title 49 USC, established a new program to fund transit projects in national parks and public lands. The program is implemented by the U.S. Department of Transportation in consultation with the U.S. Department of the Interior and other Federal land management agencies. Section 3021(m) of SAFETEA-LU stipulates that the annual report on the allocation of this program's funds be included in this *Annual Report*.

Introduction

FTA and local sponsors of New Starts and Small Starts projects typically enter into multi-year contractual agreements that formally establish the maximum level of Federal Section 5309 New and Small Starts financial assistance and outline the terms and conditions of Federal financial participation. For projects requiring \$75 million or more in New Starts funding, or with a total project cost of \$250 million or more, the requisite agreement is the Full Funding Grant Agreement (FFGA). For projects requiring less than \$75 million in Small Starts funding, with a total project cost of less than \$250 million, the requisite agreement is the Project Construction Grant Agreement (PCGA).

The FFGA or PCGA defines the project, including its cost, scope, and schedule; commits to a maximum level of New Starts or Small Starts financial assistance (subject to appropriation); establishes the terms and conditions of Federal financial participation; defines the period of time for completion of the project; and helps FTA and the project sponsor manage the project in accordance with Federal law. (Note that FTA may administer Small Starts funding as a one-year capital grant for project sponsors whose total Small Starts funding request is less than \$25 million, and whose request can be met with a single year appropriation or with existing appropriations.)

The FFGA or PCGA assures the project sponsor of predictable Federal financial support for the project (subject to Congressional appropriations), while placing a limitation on the amount of this support. Thus, an FFGA or PCGA limits the exposure of the Federal government to cost increases that may result, for example, if the project is not adequately designed, engineered, and/or managed at the local level. While FTA is responsible for ensuring that planning projections are based on realistic assumptions and that design and construction follow acceptable industry practices, it is the responsibility of project sponsors to properly manage, design, engineer, and construct projects. FTA is not directly involved in the design and construction of New Starts or Small Starts projects, but uses its Project Management Oversight Program to obtain independent feedback on project status and progress, including the establishment of scope, budget, and schedule, as well as to provide guidance on management, construction, and quality assurance practices.²

The report also includes evaluations and ratings for all New and Small Starts projects that have been approved by FTA to actively engage in preliminary engineering, final design, and Small Starts project development. Per FTA's June 2007 *Guidance on New Starts/Small Starts Policies and Procedures*, FTA no longer requires New Starts and Small Starts project sponsors to submit information for evaluation in the *Annual Report* if their project is not a candidate for funding, unless significant issues were raised in prior year evaluations that warranted a re-rating. Instead, the *Annual Report* conveys the most recent ratings of such projects.

² Additional information and guidance on developing FFGAs are contained in FTA Circular 5200.1A, Full Funding Grant Agreements Guidance (Dec. 5, 2002); and the FTA Rule on Project Management Oversight (49 CFR Part 633).

Detailed supporting information on each project, including a project description, project map, notes on the project's progress, and a discussion of any significant issues since the last evaluation can be found on FTA's website at www.fta.dot.gov.

Projects can be expected to continue to change as they progress through the development process. Hence, the ratings for projects that are not yet recommended for FFGAs or PCGAs should not be construed as statements about the ultimate ratings of those projects. Rather, the ratings provide assessments of the projects' strengths and weaknesses at the time they were rated.

General Commitment Guidelines for New and Small Starts Projects

- Any project recommended for an FFGA or PCGA should meet the project justification, local financial commitment, and process criteria established by Sections 5309(d) and 5309(e) and be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- To the extent that funds can be obligated in the coming fiscal year under existing FFGAs and PCGAs, these commitments should be honored before any new funding recommendations are made.
- The FFGA and PCGA define the terms of the Federal commitment to a specific project, including funding. Upon completion of an FFGA or PCGA, the Federal funding commitment has been fulfilled. Additional project funding will not be recommended. Any additional costs beyond the scope of the Federal commitment are the responsibility of the grantee, although FTA works closely with grantees to identify and implement strategies for containing capital costs at the level included in the FFGA or PCGA at the time it was executed.
- Funding for initial planning efforts such as alternatives analysis is no longer eligible for Section 5309 funding under SAFETEA-LU, but may be provided through grants under the Section 5303 Metropolitan Planning program, the Section 5307 Urbanized Area Formula program, the Section 5339 Alternatives Analysis program, or Title 23 "flexible funding".
- Firm funding commitments, embodied in FFGAs or PCGAs, will not be made until the sponsor has demonstrated that its project is ready for such an agreement, i.e., the project's development and design has progressed to the point where its scope, costs, benefits, and impacts are considered firm and final.
- Funding should be provided to the most qualified investments to allow them to proceed through the process on a reasonable schedule, to the extent that funds can be obligated to such projects in the upcoming fiscal year. Funding decisions will be based on the results of the project evaluation process and resulting project justification, local financial commitment, and overall project ratings, and considerations such as project readiness and the availability of funds.
- As announced by Secretary of Transportation Ray LaHood on January 13, 2010, funding decisions will be based on meaningful consideration of the full range of benefits that transit

can provide, rather than requiring a *Medium* or higher rating for cost effectiveness as was previously the case.

- FTA generally proposes to fund under one-year capital grants rather than PCGAs those Small Starts projects whose sponsors request less than \$25 million in total Small Starts funding and who make a request that can be met with a single year appropriation or existing appropriations.
- FTA encourages an overmatch of New Starts/Small Starts funding as a means of funding more projects and leveraging state, local, and other Federal financial resources.

FTA emphasizes that the process of project evaluation and rating is ongoing. As proposed projects proceed through the project development process, information concerning costs, benefits, and impacts is refined and the ratings may be reassessed to reflect new information.

FY 2012 Funding Allocations and Recommendations

A total of \$2,054.66 million is recommended for allocation to existing or proposed New Starts FFGAs. A total of \$ million is recommended for allocation for proposed Small Starts projects. The Budget proposal also includes a 1.0 percent set-aside for management and oversight in the amount of \$22.36 million.

Existing Full Funding Grant Agreements

A detailed schedule of the multi-year funding commitment negotiated by FTA and the project sponsor to finance the federal New Starts share is included as Attachment 6 of each FFGA. Eight projects have existing FFGAs that commit FTA to request from Congress a specified level of major capital investment funding in a given fiscal year, based on the budget and schedule for the project. One of those FFGAs, the Denver West Corridor LRT, would be fully funded if it receives a FY 2011 appropriation that matches the President's FY 2011 budget recommendation. Thus, it has not been recommended for funding in the FY 2012 budget. Table 1 of this document presents FY 2012 funding recommendations for the seven remaining existing FFGAs. The amounts may differ from those previously negotiated by FTA and reflected in Attachment 6 of the FFGAs because of the recent accelerated payment of the FFGAs due to allocation of American Reinvestment and Recovery Act (ARRA) funding and unallocated FY 2010 New Starts funds. FTA has reviewed the progress of each of these projects and is requesting \$843.9 million. A brief description of each is provided below.

New York: Long Island Rail Road East Side Access

The Metropolitan Transportation Authority's (MTA) Long Island Rail Road (LIRR) is constructing a new, direct 3.5-mile commuter rail extension from LIRR's Main and Port Washington Branch Lines in Long Island and Queens, to Grand Central Terminal (GCT) on Manhattan's East Side. The project includes the construction of new tunnels beneath Sunnyside Yard connecting to the currently unused lower level of the 63rd Street Tunnel beneath the East River. In Manhattan, the project will continue west beneath 63rd Street toward Park Avenue under the Lexington Avenue subway, turning south beneath the existing MTA-Metro North Railroad tracks under Park Avenue to a new LIRR passenger concourse in the lower level of

GCT. At GCT, the project will provide new tracks, and a passenger concourse including platforms, entrances, waiting areas, ticket windows, and other services.

The current highway system and East River crossings (bridges and tunnels) to Manhattan from Nassau/Suffolk (and parts of eastern Queens) are at capacity and subject to severe congestion and long delays. Expansion of the highway network is not feasible due to lack of available rights-of-way, high costs, and potentially adverse environmental impacts in a severe non-attainment area for ozone. The LIRR operates at capacity in this area with peak service of 37 trains per hour into its only Manhattan terminal, Penn Station. Nearly half of LIRR's 106,000 existing daily riders have destinations on Manhattan's East Side, and currently spend approximately 20 minutes "doubling back" from Penn Station on the island's West Side. Without the project, future LIRR trains to Penn Station will be severely congested, and are projected to operate at 27 percent over their passenger-carrying capacity. This level of crowding and discomfort would discourage or prevent new riders from using the LIRR to reach Manhattan. By redirecting trains to GCT, this congestion would be relieved and added capacity for Amtrak and New Jersey Transit service would be created at Penn Station.

New York: New York, Second Avenue Subway Phase I

The Metropolitan Transportation Authority and New York City Transit (MTA/NYCT) are constructing 2.3 miles of new subway on Manhattan's East Side from 96th Street to 63rd Street, connecting with the existing Broadway Line at the 63rd Street Station. The Second Avenue Subway Phase I project includes: construction of three new stations at 96th, 86th, and 72nd Streets; modification of the existing 63rd Street station; new tunnels from 92nd to 63rd Streets; station/ancillary facilities; track, signal and power systems; and the procurement of 68 rail cars. The Phase I project is a minimum operable segment (MOS) of a planned 8.5-mile subway line extending the length of Manhattan's East Side from 125th Street in East Harlem to Hanover Square in the Financial District.

The project will relieve overcrowded conditions and improve service reliability on the Lexington Avenue Line (LAL), and improve current mobility and meet future demand for commuters throughout New York City and the metropolitan area. The LAL is currently the only full north-south passenger rail line serving Manhattan's east side and is the busiest transit line in North America.

Texas: Dallas, Northwest–Southeast LRT MOS

Dallas Area Rapid Transit (DART) is constructing a 21-mile, two-segment extension of its light rail transit (LRT) system. The Southeast (SE) segment extends 10.1 miles from the Dallas central business district (CBD) to Buckner Boulevard. The Northwest (NW) segment extends 10.9 miles from the existing Victory Station to the City of Farmers Branch. The NW and SE LRT alignments would be connected through the existing four-station CBD Transitway Mall. Each segment would operate in an exclusive right-of-way, with no mixed traffic operations. The project includes construction of 16 stations, approximately 2,700 parking spaces, 18 light rail vehicles, approximately 38 "C" car retrofits, and a rail operating facility. The project is expected to serve 45,900 average weekday boardings in 2025.

The NW segment, which generally parallels Interstate 35 East (I-35 E) (a major north-south arterial), is a growing employment area and a major North American Free Trade Agreement cargo route. Traffic on I-35 E, adjacent to the NW segment, is projected to increase 45 percent by 2025. Approximately one-third of SE Corridor households are considered low-income; nearly 17 percent of households do not own a car, more than double the percentage of zero-car households within Dallas County. By linking residents in the SE segment to the Dallas CBD and employment areas in the NW segment, the project is intended to provide a more reliable alternative than existing bus service, thereby ameliorating daily travel times in the entire NW/SE corridor, while improving mobility and accessibility throughout the corridor and in other parts of the region served by the DART LRT system.

Utah: Salt Lake City Mid-Jordan LRT

The Mid-Jordan LRT is a 10.6-mile southwestern extension of the Utah Transit Authority's (UTA) TRAX light rail transit (LRT) system. The project will operate largely on the existing Bingham Branch Line rail right-of-way (ROW) purchased from the Union Pacific Railroad in September 2002. The project will serve the growing suburban communities of Midvale and West Jordan, as well as the planned Kennecott Daybreak Development near the project terminus at South Jordan. The project scope includes nine new stations, 3,035 park-and-ride spaces, and 28 low-floor light rail vehicles. Service would operate daily between 5:00 a.m. and 12:00 a.m. with 15-minute headways during both peak and off-peak periods, and one additional train during the peak hour. Mid-Jordan LRT service would interline with UTA's existing Sandy/Salt Lake TRAX Line at the existing Fashion Place West station, providing a direct connection to the Salt Lake City central business district and the University of Utah. The project is expected to serve 9,500 average weekday boardings in 2030.

Utah: Salt Lake City, Weber County to Salt Lake City Commuter Rail

The Utah Transit Authority (UTA) has constructed the 44-mile Weber County to Salt Lake City Commuter Rail project. The project includes eight stations to serve the areas of Pleasant View, Ogden, Roy, Clearfield, Layton, Farmington, Woods Cross and downtown Salt Lake City. The commuter rail line operates within an existing railroad corridor parallel to Interstate 15, utilizing right-of-way previously acquired by UTA under a rail corridor preservation plan and includes 6,300 park-and-ride spaces. Bus and light rail transit connections provide further service to other travel markets, including Weber State University, Hill Air Force Base, Freeport Center, the University of Utah, the Medical Center, and to the areas of Sandy and Draper in the southern part of Salt Lake City. The project began full revenue operations on September 26, 2008, operating at 20-minute headways during peak periods. The project is expected to serve 11,800 average weekday boardings in 2025.

The Weber County to Salt Lake City Commuter Rail project is part of a multimodal solution to the problem of increased travel demand in the corridor. The project improves the reliability and speed of transit service, thereby attracting more ridership and providing for expanded transportation capacity within the narrow I-15 corridor.

Virginia: Northern Virginia Dulles Corridor Metrorail Project Extension to Wiehle Avenue

The Metropolitan Washington Airports Authority (MWAA), in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), is constructing an 11.7-mile extension of the region's Metrorail system from west of the existing East Falls Church Metrorail station through the Tysons Corner employment and retail center to Wiehle Avenue in the Reston area of Fairfax County. The project will be operated as a separate Metrorail line under a new service configuration that terminates in Washington, DC at the existing Stadium-Armory Metrorail station. The project scope includes construction of five new stations, a major park-and-ride lot at Wiehle Avenue, and expanded storage capacity at WMATA's West Falls Church rail yard. The project also includes the purchase of 64 heavy rail vehicles. The extension would be operated by WMATA at seven minute peak period frequencies from the Wiehle Avenue station through East Falls Church, continuing along the existing Metrorail Orange Line track east through Arlington County, downtown Washington, DC, Capitol Hill, and terminating at Stadium-Armory. The 11.7-mile extension is the first phase of a proposed 23.1-mile extension of Metrorail west to Dulles International Airport and Loudoun County. Ridership is projected to be approximately 85,700 daily riders by 2030, including an estimated 10,000 new transit riders.

The Tysons Corner area contains over 25 million square feet of office space and 110,000 employees. Redevelopment and expansion of major retail and office development is underway. The Reston area contains significant mixed-use development, with a substantial employment base and large residential population, many of whom commute to employment sites in Washington, DC. The primary transportation arteries that serve this rapidly-growing area are the Dulles Toll Road and Route 7, both of which experience significant congestion during peak hours. The proposed Metrorail extension would expand transportation capacity to and from Reston and the Tysons Corner regional activity centers (including reverse commute trips), while providing a direct rail link for commuters from northwest Fairfax and Loudoun Counties to employment opportunities in Tysons Corner, the Rosslyn-Ballston corridor, downtown Washington, DC, and other locations adjacent to stations along the 106-mile Metrorail system.

Washington: Seattle, University Link LRT Extension

The Central Puget Sound Regional Transit Authority (Sound Transit) is constructing an extension to the Central Link light rail transit (LRT) Initial and Airport Link Segments (completed and opened for revenue operations in July and December 2009 respectively) from the northern terminus at Westlake Station in downtown Seattle to the University of Washington, 3.1 miles to the northeast. The all-tunnel alignment includes a station at Capitol Hill. Twenty-seven vehicles would be procured as part of the project, which would permit five-minute peak-period operations throughout the entire Central Link line. University Link is the first phase of Sound Transit's planned North Link LRT extension to the Northgate Transit Center in North Seattle. The project is expected to serve 40,200 average weekday boardings in 2030.

The University Link corridor is the most densely developed residential and employment area in Seattle and the state of Washington. The three largest urban centers in the state – downtown Seattle, Capitol Hill/First Hill, and the University District – are located along the alignment. Travel by private vehicle and bus between these areas is extremely difficult due to high traffic volumes and the corridor's geography. First Hill and Capitol Hill rise sharply northeast of downtown Seattle, and Interstate 5 – the region's primary north-south freeway corridor – runs

along the base of these hills, separating them from downtown. Farther to the north, the University District is separated from Capitol Hill and downtown by Portage Bay and the Lake Washington Ship Canal; only three crossings (two of them drawbridges) connect the University district with the southern portion of the corridor.

Existing Project Construction Grant Agreements

All existing PCGAs are fully funded. Thus, no FY 2012 funding is shown in Table 1 for existing PCGAs.

FFGA Recommendations

Twelve projects are likely to be ready for an FFGA in FY 2012 (including three projects not recommended previously for FFGAs in prior years' *Annual Reports*.) These projects are in the Final Design stage or nearing Final Design approval, and the environmental process has been completed or is nearing completion. For these projects, FTA recommends a total of \$1,216.00 million in New Starts funding in FY 2012. Table 1 identifies the funding recommended for each project and appropriations received through FY 2010, while this section provides brief descriptions of the projects, and Tables 2A, 2B, and 2C provide their most recent New Starts evaluation and rating.

California: Sacramento, South Sacramento Corridor Phase 2

The Sacramento Regional Transit District (RT) is proposing to implement an extension of its existing South Corridor light rail transit line from its current terminus at Meadowview Road south and east to Cosumnes River College, near the intersection of State Highway 99 and Calvine Road. The four-station, 4.3-mile project would operate in an exclusive, primarily at-grade right-of-way requiring six street crossings along the alignment. The proposed extension will use existing RT vehicles and operate on 10-minute peak-period frequencies. Approximately 2,700 park-and-ride spaces would be constructed at three of the four proposed stations as part of the project. The project is expected to serve 11,270 average weekday boardings in 2030.

The South Sacramento Corridor Phase 2 project is located within one of the fastest growing areas of Sacramento County. Additional development anticipated to the south along Route 99 and Interstate 5, and a high rate of employment growth forecasted for downtown Sacramento, have created the need for additional peak-period transportation capacity between the Sacramento region's southern communities and its central business district. By extending existing LRT service south and providing new park-and-ride opportunities in the corridor, the project is intended to provide an attractive alternative to private automobiles for trips destined for downtown and other areas served by the LRT system

California: San Francisco, Third Street Light Rail Phase 2- Central Subway

The San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority (SFCTA) are planning the Central Subway project, a 1.7-mile extension of the Third Street light rail transit (LRT) line from its terminus at Fourth and King

Streets. From a portal south of Market Street, the project descends below grade and extends northward under Fourth Street and Stockton Street into Chinatown in the San Francisco central business district. One surface station and three underground stations would be constructed along the project alignment. Four light rail vehicles would be purchased to augment the existing fleet. When completed, the combined Third Street LRT / Central Subway project would provide a continuous seven-mile light rail system connecting the heavily transit-dependent communities of Bayshore in the south with Chinatown in the north. The project is expected to serve [REDACTED] average weekday boardings in [REDACTED].

The Financial District, Union Square, and Chinatown have a very high level of existing transit service. Bus routes that serve the project corridor operate on two-minute headways during peak hours and typically carry passenger loads that are at or above capacity. Currently, commuter rail passengers from the south must board these crowded buses operating on congested roadways or walk over a mile from the CalTrain Station to reach the CBD. LRT passengers from the south may choose to continue on LRT to access downtown, but the alignment along the Embarcadero is circuitous. The Central Subway project is intended to provide a direct rapid transit link between these areas. Implementation of the Central Subway project is further expected to help carry large crowds attending events at convention and professional sports venues in the South of Market area (SOMA).

California: San Jose, Silicon Valley Berryessa Extension Project

The Santa Clara Valley Transportation Authority (VTA) proposes to build a 10.2-mile two-station extension of the Bay Area Rapid Transit (BART) heavy rail system from Fremont to Berryessa Road in San Jose. Called the Silicon Valley Berryessa Extension (SVBX), the project will be built on former Union Pacific freight railroad right-of-way from the future Warm Springs BART station in Fremont (currently under construction) to two new stations, one in Milpitas adjacent to the existing VTA Montague light rail station and one at Berryessa. The SVBX will be a two-track, third rail, exclusive guideway heavy rail system operating under automatic train control. The project scope includes the purchase of 40 new BART passenger cars for operation on the extension and improvements to the existing BART Hayward rail car storage and maintenance yard. When completed, the SVBX will provide direct transit service over a future 119-mile BART network connecting Santa Clara County with San Mateo, San Francisco, Contra Costa and Alameda counties. The project is expected to serve [REDACTED] average weekday boardings in [REDACTED].

The SVBX is intended to provide increased transit access to and from Santa Clara employment and activity centers for both Santa Clara residents and residents from throughout the San Francisco Bay Area. Regional transit connectivity will be improved by extending and interconnecting BART with VTA light rail and other existing transit services in Santa Clara County. Increasing transit service in the SVBX corridor will provide improved travel alternatives to the severely congested and worsening travel routes of Interstate 880 (I-880) and I-680 between Alameda and Santa Clara counties.

Colorado: Denver, Eagle Commuter Rail

The Denver Regional Transportation District (RTD) is planning the 30.2-mile East and Gold Line Enterprise (Eagle) Commuter Rail. The Eagle Commuter Rail project consists of two lines – one running from Denver International Airport to downtown Denver at Denver Union Station and one running from Denver Union Station westward to Ward Road in Wheat Ridge. Thirteen new stations will be constructed -- six in the East Corridor and seven in the Gold Line corridor. Forty-four electric multiple unit vehicles will be purchased. When completed, the Eagle Commuter Rail will connect Downtown Denver with the communities of Adams, Arvada and Wheat Ridge to the west and North Park Hill, Stapleton, Aurora/Fitzsimons, Montebello, Gateway and Denver International Airport to the east. Service would operate every 15 minutes in each direction on both lines all day. The project is expected to serve [REDACTED] average weekday boardings in [REDACTED].

The East Corridor contains a limited number of transportation thoroughfares in the east-west direction with Interstate 70 being the primary thoroughfare. Existing arterial streets traveling through the corridor are not continuous, making local grid bus service connecting all consecutive neighborhoods infeasible. The East Corridor project will provide an additional transportation option in the corridor.

Currently there is a lack of continuous street connections between the Gold Line corridor and downtown Denver, resulting in traffic using north-south arterials and Interstates 70 and 25 to access downtown Denver. Travel time by transit is currently 20 minutes by express bus on I-70 and I-25 from Ward Road to downtown Denver, however, this time can vary by as much as eight minutes due to congestion. All other major east to west arterials do not provide, and are not planned to provide, direct connections into downtown over the next 20 years. The Gold Line is intended to provide direct, fast and frequent service as a convenient alternative to automobile use.

RTD is utilizing a design-build-finance-operate-maintain project delivery method for the Eagle project. A Concessionaire Team composed of engineering, construction, construction management, financial advisors and vehicle firms will design and construct the project, help to finance the project, and have an equity stake. Because RTD is managing and constructing it as a single project, rather than as two separate lines, FTA has agreed to award a single FFGA.

Connecticut: Hartford, New Britain – Hartford Busway

The Connecticut Department of Transportation (ConnDOT) proposes to construct the New Britain-Hartford Busway, an 11-station, 9.4-mile exclusive bus rapid transit (BRT) system operating primarily in existing and abandoned railroad right-of-way between downtown New Britain and Hartford's Union Station. The busway would run parallel to Interstate 84 (I-84), the primary transportation link between New Britain, West Hartford, and downtown Hartford. The project's operating plan calls for a number of bus routes to operate on the busway, including services that enter and exit the facility to reach destinations well outside of the immediate corridor without the need for a transfer. The project scope includes the procurement of 30 new

buses and construction of six park-and-ride lots along the alignment. The project is expected to serve [REDACTED] average weekday boardings in [REDACTED].

Existing transit service between New Britain and Hartford is slow and limited. I-84 connects the two cities. It is currently, and is forecast to remain, the region's most congested highway. A trip between New Britain and Hartford on public transportation can be made at present by transfers between local routes, or by travel on a single express route, which is circuitous and slow. Both Hartford and New Britain have large populations of transit dependents—approximately one-third and 16 percent, respectively. The proposed busway is intended to provide faster transit travel time between major activity centers throughout the corridor, improve mobility and accessibility for the corridor's relatively large transit-dependent population, and promote redevelopment opportunities in older urban centers along the project alignment.

Florida: Central Florida Commuter Rail Transit – Initial Operating Segment

The Florida Department of Transportation (FDOT) is proposing to construct a new commuter rail system along the existing CSX "A" line Corridor from Volusia County through Lake County and Seminole County, to Orange County and downtown Orlando. The Central Florida Commuter Rail Transit project would operate entirely at-grade, sharing track with existing freight and Amtrak services. The project includes the purchase of 15 vehicles and construction of 12 stations and approximately 2,100 parking spaces. In the opening year, service would operate every 30 minutes in the peak period and every 120 minutes during the off-peak, with no weekend service. By the forecast year of 2030, service would operate every 15 minutes in the peak period and every 30 minutes during the off-peak, with service every 60 minutes in the evenings and weekends. The project is expected to serve [REDACTED] average weekday boardings in [REDACTED].

The project runs parallel to Interstate 4 (I-4) and US 17-92, the region's primary north-south travel routes and the location of much of the region's population and employment. I-4 is scheduled for reconstruction, and the proposed project is intended to serve as a congestion mitigation measure, as well as more broadly provide a high capacity transit alternative to north-south travel in the corridor.

Hawaii: Honolulu High Capacity Transit Corridor Project

The City and County of Honolulu (the City) proposes to construct the High-Capacity Corridor Transit Project, a 20.1-mile rail line with 21 stations. The project would serve the south shore of Oahu from a western terminus in Kapolei, past Pearl Harbor and Honolulu International Airport, through downtown Honolulu, to an eastern terminus at Ala Moana Center. The electrified (third rail) line will be almost entirely on elevated structure in existing public rights of way – primarily arterial streets. Rail service would extend over 20 hours each day with automated trains running every three minutes in the weekday peak periods and six minutes during most off-peak hours. The project is expected to serve [REDACTED] average weekday boardings in [REDACTED].

The corridor is geographically constrained by the ocean to the south and two mountain ranges to the north. Pearl Harbor reaches well inland from the ocean and pinches the already-narrow corridor near its mid-point. Severe highway congestion persists on H-1, a freeway that extends

through the length of the corridor, and on the limited number of major arterials that serve the corridor. In the urban core around downtown Honolulu, street capacity is similarly limited by the scarcity of continuous arterials. The Honolulu bus system provides service throughout the corridor. Per-capita ridership is among the top five in the country, reflecting heavy traffic congestion, high parking costs in the urban core, and high-frequency bus service. Service quality suffers substantially from mixed-traffic operations, however, and increasing traffic congestion continues to degrade schedule reliability, increase operating costs, and exacerbates the bus-capacity limitations on the highest-ridership bus routes. The proposed project would be fully grade-separated, provide higher-speed and more reliable transit service, and produce substantial reductions in travel times for large numbers of transit riders in the corridor.

Minnesota: St. Paul- Minneapolis, Central Corridor LRT

The Metropolitan Council (MC), in cooperation with the Ramsey and Hennepin Counties Regional Rail Authorities (RCRRA and HCRRA), proposes to construct a 9.8-mile, double-track light rail transit (LRT) line that would link the downtowns of St. Paul and Minneapolis. The LRT line would also serve a number of major activity centers, including the University of Minnesota-St. Paul, the State Capitol, and major event venues (Target Center and Metrodome). From Minneapolis, the LRT line would share 1.2 miles of existing track with the Hiawatha LRT line before turning east in its own right of way across the Mississippi River on the existing Washington Avenue Bridge to St. Paul, following University Avenue to the State Capitol area, and terminating at the Union Depot in downtown St. Paul. The MC intends to procure 31 light rail vehicles that would operate at 7.5-minute peak period frequencies. A vehicle maintenance facility would be constructed in St. Paul. The project is expected to serve 40,900 average weekday boardings in 2030.

The Central Corridor links two central business districts. Existing corridor transit service includes express buses operating on Interstate 94 serving both downtowns, limited-stop local buses on University Avenue, and a local bus route with stops every few blocks on a parallel arterial. Current transit service utilizes reverse-flow lanes in downtown Minneapolis, bus-only freeway shoulder lanes and freeway entrance bypass ramps. Existing bus service is impacted by high traffic volumes at major intersections along University Avenue during peak periods. On-time reliability in 2007 for the local bus services on University Avenue and the parallel arterial was 88 percent. Roadway expansion is not included in the region's long-range transportation plans.

Oregon: Portland-Milwaukie Light Rail Project

The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to construct a 7.3-mile, double-track light rail transit (LRT) extension of the existing Yellow Line from the downtown Portland transit mall across the Willamette River, to southeast Portland, the city of Milwaukie, and urbanized areas of Clackamas County. The project includes construction of a new multimodal bridge across the Willamette River (a 1.3-mile segment that will include joint operations for buses, light rail and streetcars), ten new stations, two 1,000-space structured park-n-ride facilities, expansion of an existing maintenance facility, and the acquisition of 21 light rail vehicles. The majority of the extension would be at grade (5.5 miles), with 1.8 miles below

grade along an existing Union Pacific Railroad right-of-way. The project is expected to serve [REDACTED] average weekday boardings in [REDACTED].

The project will link downtown Portland with regional educational institutions, dense urban neighborhoods, and emerging growth areas in East Portland and Milwaukie. Service will operate at 7.5-minute peak period frequencies. The project is Phase II of a major transit investment strategy for the South Corridor. The South Corridor I-205/Portland Mall LRT represents Phase I.

Texas: Houston, North Corridor LRT

The Metropolitan Transit Authority of Harris County (METRO) is proposing to construct a 5.2-mile, eight station, light rail transit (LRT) line from the existing University of Houston-Downtown station in the Houston central business district (CBD) to the Northline Mall Transit Center. The LRT line would operate in an exclusive guideway with limited mixed traffic operations. The majority of the LRT line would operate at-grade (4.2 miles), while the remaining 0.86 miles would be elevated to avoid two freight railroads (the Southern Pacific Railroad and the Burlington-Northern Santa Fe Railway). The project also includes the purchase of 24 light rail vehicles. Service would operate every six minutes during peak and off peak periods, including weekends, and would interline with the current METRO Rail Red Line in the CBD. No parking spaces would be built as part of the project. The project would be the first operable segment of an LRT line that METRO plans to eventually extend to George Bush Intercontinental Airport. The project is expected to serve 28,200 average weekday boardings in 2030.

The corridor runs parallel to and immediately east of Interstate 45. Due to poor local roadway connectivity within the corridor, current bus service is subject to congested conditions and cannot provide reasonable travel time savings or serve the current and forecasted demand for transit. Compared to current local bus service, the LRT line would offer faster service to core activity centers and would provide a one-seat ride into downtown Houston from the city's transit-dependent northern areas. The corridor links four academic institutions and a major retail development (Northline Mall). The two largest job markets in the Houston region – downtown Houston and the Texas Medical Center (TMC) – draw large numbers of North Corridor residents to jobs in the CBD and TMC.

Texas: Houston, Southeast Corridor LRT

The Metropolitan Transit Authority of Harris County (METRO) is proposing to construct a 6.5-mile, light rail transit (LRT) line from the Houston central business district (CBD) to the Palm Center in the vicinity of Martin Luther King, Jr. Boulevard/Griggs Road. The proposed LRT line would operate in an exclusive guideway with limited mixed traffic operations. The majority of the LRT line would operate at-grade (6.42 miles), while the remaining 0.14 miles would be elevated to avoid a natural habitat (Brays Bayou). The project includes the purchase of 29 light rail vehicles and construction of 13 stations and a maintenance facility. Service would operate every six minutes during peak and off peak periods, including weekends, and would provide a transfer to the current METRO Rail Red Line via the existing Main Street Square station in the CBD. No parking spaces would be built as part of the project. The proposed Palm Center terminus would be adjacent to METRO's current Southeast Transit Center that includes a 1,100-

space park-n-ride lot. The project would be the first operable segment of an LRT line that METRO plans to eventually extend to Hobby Airport. The project is expected to serve 28,300 average weekday boardings in 2030.

The project corridor is bounded by Interstate 45 to the east, one of the most heavily-traveled freeways in the nation, State Highway 288 to the west, and Interstate 610 to the south. The corridor includes a major portion of downtown Houston, including its commercial core and growing residential population. The corridor's street network is discontinuous and does not provide sufficient connectivity to major activity centers. Although the frequency of corridor bus service is high, many of the routes are circuitous with many stops so that transit travel times are not competitive with auto travel.

Utah: Salt Lake County, Draper Transit Corridor

The Utah Transit Authority (UTA) proposes to construct the Draper Transit Corridor, a three station, 3.8-mile light rail transit (LRT) extension to the existing North-South TRAX LRT line. The project will operate primarily in existing and abandoned railroad right-of-way between the City of Sandy and the City of Draper and run parallel to Interstate 15 (I-15), the primary transportation link between Salt Lake City, the University of Utah, Murray, Sandy, and Draper. The project scope includes the procurement of five new light rail vehicles and construction of three stations with park-and-ride lots totaling 1,400 spaces. The project is expected to serve [REDACTED] average weekday boardings in [REDACTED].

Draper is constrained by the Wasatch Front mountain range to the east and south and I-15 to the west. Major north-south roadways in the corridor, including State Street and I-15, are projected to have increased congestion due to a 35 percent population increase by 2030, coupled with job growth. Most of the area's growth is occurring in the eastern half of the City of Draper and north of the City of Sandy. Existing transit service connecting Draper to growth centers to the north is indirect and operates in a constrained roadway network. The proposed LRT extension will provide more direct service with better reliability to these high growth areas.

Small Starts Funding Recommendations

The President's Budget for FY 2012 requests \$[REDACTED] million for nine projects that qualify under the Small Starts program. Small Starts projects are defined in SAFETEA-LU as transit capital investment projects with a total capital cost of less than \$250 million and a Section 5309 Small Starts share of less than \$75 million. In July 2007, FTA issued *Updated Interim Guidance and Instructions for Small Starts*, which documents procedures for evaluating and advancing projects into Small Starts project development for the FY 2012 evaluation cycle. The *Interim Guidance* further establishes the eligibility parameters for "Very Small Starts" projects, a subset of the lowest-cost Small Starts that may follow an even more simplified project development and evaluation process.

This report includes evaluations and ratings of seven Small Starts projects and nine Very Small Starts projects. Seven of these projects (four Small Starts and three Very Small Starts) were recommended for sufficient funding in the President's FY 2011 budget to complete the

commitment of Section 5309 funds. These include: Riverside, CA - Perris Valley Line; San Bernardino, CA - E Street Corridor sbX BRT; Fort Collins, CO - Mason Corridor BRT; Roaring Fork Valley, CO - BRT Project; New York City, NY - Nostrand Avenue BRT; Austin, TX - MetroRapid BRT; and King County, WA - West Seattle BRT. Because FY 2011 appropriations have not yet occurred, the evaluations and ratings of these projects are shown in this report; however, they have not been included for funding recommendations in FY 2012.

Three proposed Small Starts and six proposed Very Small Starts projects demonstrated sufficient readiness to be considered for funding in the FY 2012 President's Budget. Most of these projects are proposed to be funded under a multi-year Project Construction Grant Agreement. However, if a project sponsor requests less than \$25 million in Small Starts funding or has received its full appropriations, FTA will award funds in a single-year capital grant rather than a PCGA.

Table 1 identifies the funding recommended for each project and appropriations received through FY 2010. This section provides a description of each of the Small Starts and Very Small Starts projects recommended in Table 1. Tables 2A, 2B, and 2C provide the project evaluations and ratings.

Arizona: Mesa, Central Mesa LRT Extension

Valley Metro Rail Incorporated (METRO) proposes to build a four-station, 3.1-mile double track extension of the existing 20-mile Central Phoenix/East Valley Light Rail Transit (LRT) line connecting downtown Phoenix, Tempe and Mesa, from the eastern terminus of the Central Phoenix line at Sycamore and Main Streets in west Mesa to a new terminus at Mesa Drive and Main Street in central Mesa. New at-grade stations located in the median of Main Street would be constructed at Alma School Road, Country Club Road, Center Street and Mesa Drive. A surface park-and-ride facility with 500 parking spaces would be provided at the Mesa Drive Station. Seven LRT vehicles needed to provide service on the Central Mesa Extension would be provided from METRO's existing Central Phoenix fleet. Service would be provided at 10-minute frequencies during weekday peak and mid-day periods in 2015, the opening year of the project.

California: Fresno Area Express Blackstone/Kings Canyon BRT

Fresno Area Express (FAX) proposes to implement in-street Bus Rapid Transit (BRT) along a 13.8-mile route linking North Fresno, Downtown Fresno and the Southeast Growth Area. The project includes 26 stations with real-time passenger information displays, distinctive branding, bus-only lanes in congested locations, traffic signal priority and the purchase of eight low-floor, low-emissions articulated buses. When completed, the project would provide more frequent, faster service in a high-ridership commercial corridor and help to stimulate transit-oriented infill development. On weekdays, BRT service will operate every 10 minutes during rush hours and every 15 minutes in the off-peak; on weekends, service will operate every 20 minutes.

California: Oakland East Bay BRT

The Alameda-Contra Costa Transit District (AC Transit) is planning the East Bay Bus Rapid Transit (BRT) project, a 14.4-mile BRT line from Downtown Berkeley and the University of California at Berkeley at the northern end and through Downtown Oakland to San Leandro at the southern end, terminating at the San Leandro Bay Area Rapid Transit station. Forty-seven new stations would be constructed along the alignment. The project includes dedicated bus lanes along approximately 75 percent of the corridor, transit signal priority, real time bus information, and barrier free proof-of-payment fare collection. No vehicles will be procured as part of the project as the service plan can be accommodated with AC Transit's existing fleet. The BRT service will operate every five minutes during peak and midday periods in 2015, the opening year of the project.

California: San Francisco, Van Ness Avenue BRT

The San Francisco County Transportation Authority (SFCTA) is proposing to implement a two mile long exclusive guideway bus rapid transit (BRT) facility on Van Ness Avenue. The system would be operated by the San Francisco Municipal Transportation Agency (SFMTA). The dedicated transit lane would originate at the intersection of Van Ness Avenue and Mission Street and extend north to Union Street near Fort Mason and the Fisherman's Wharf area. The project would also include traffic signal pre-emption, pedestrian crossings, nine stations, and the purchase of 60 new vehicles. Service would operate at five-minute headways during weekday peak periods in 2011, the opening year of the project.

Florida: Jacksonville, JTA BRT North Corridor

The Jacksonville Transportation Authority (JTA) is proposing a 9.28-mile bus rapid transit (BRT) line running north of downtown Jacksonville to Interstate 295. The project connects to the BRT Phase 1 Downtown project currently under development and includes transit signal priority, the purchase of eight low-floor, branded vehicles and construction of 13 passenger stations with a real-time passenger information system, a security system, and off-board fare collection. The proposed service would operate with 10-minute headways during weekday peak periods, 15-minute headways during weekday off-peak periods, and 30 minute headways on weekends in 2013, the opening year of the project.

Michigan: Grand Rapids, Silver Line BRT

The Interurban Transit Partnership (*The Rapid*) is proposing to implement a 9.8-mile street-running bus rapid transit (BRT) line along Division Avenue from the Grand Rapids central business district to 60th Street/Division Avenue. The project includes 19 new stations with a real-time passenger information system, signal priority, off-board fare collection and the purchase of ten hybrid-fueled, low-floor branded vehicles. An existing bus maintenance facility would also be expanded to accommodate the BRT vehicles. The proposed service would operate with ten-minute headways during peak periods and 15-minute headways during weekday off-peak periods in 2012, the opening year of the project.

Texas: El Paso, Mesa Corridor BRT

The City of El Paso proposes to build a ten-station, 8.6-mile bus rapid transit (BRT) line that would extend northwest along Mesa Street from the current Downtown Transit Terminal – near the Paso del Norte International Bridge – and terminate at the new Westside Transit Terminal. The BRT line would operate in mixed traffic with traffic signal priority. Along with the two transit terminals identified above, the BRT line would also serve the existing Glory Road Transfer Center adjacent to the campus of the University of Texas-El Paso. Ten low-floor, 60-foot articulated compressed natural gas buses would be procured. The BRT vehicles would be stored and maintained at the City's existing Union Depot facility. The maintenance facility would be upgraded to accommodate the BRT vehicles. Service would be provided at ten-minute frequencies during weekday peak periods in 2014, the opening year of the project.

Washington: King County, RapidRide E Line BRT

King County Metro (KCM) is proposing the RapidRide E Line, which is an 11-mile long BRT line that will provide connections between the cities of Shoreline and Seattle, and connect to Community Transit's Swift BRT line in Snohomish County, effectively creating a continuous 28-mile BRT corridor between Everett Station and downtown Seattle. The project includes 31 RapidRide stations roadway improvements, such as Business Access and Transit (BAT) lanes, and transit signal prioritization improvements. On weekdays, service will be provided every 10 minutes during peak hours, every 15 minutes during midday, and every 15 minutes at night. Weekend service will operate every 15 minutes during the day and every 30 minutes at night.

Washington: King County, RapidRide F Line BRT

King County Metro (KCM) proposes to build the RapidRide F Line, a ten-mile long Bus Rapid Transit (BRT) Line connecting the cities of Burien, SeaTac, Tukwila, and Renton. The F Line will take the place of Route 140, which provides over 640,000 trips annually. There will be 10 RapidRide stations on the F Line. The project includes ten stations, roadway improvements, and. During weekdays, service will operate every ten minutes during peak hours, every 15 minutes during midday, and every 30 minutes at night. Weekend service will operate every 15 minutes during the day and every 30 minutes at night.

Table 1 FY 2012 Funding for the New Starts and Small Starts Program

Principles for New Starts Evaluation and Rating

The projects included in this report are the culmination of an extensive evaluation and rating process. SAFETEA-LU established a ratings scale for candidate New Starts and Small Starts projects: *High*, *Medium-High*, *Medium*, *Medium-Low*, and *Low*. Consistent with SAFETEA-LU, only those projects rated *Medium* or higher may be advanced through the New Starts and Small Starts project development process. As they progress through project development, projects that continue to be rated *Medium* or higher will be eligible for consideration for multi-year funding recommendations in the President's budget if funding is available, the proposed project scope, cost estimate, and budget are considered firm and reliable, and local funding commitments are in place or expected to be in place at the time of a grant agreement.

Tables 2A, 2B, and 2C present the ratings for all projects currently advancing through the New Starts and Small Starts development process. Table 2A is the Summary of FY 2012 Project Ratings, Table 2B is the Detailed Summary of FY 2012 Local Financial Commitment Ratings, and Table 2C is the Detailed Summary of FY2012 Project Justification Ratings. Projects are rated against a number of measures which reflect the project justification and local financial commitment criteria established by statute.

The FY 2012 project evaluation process for New and Small Starts does not differ from the process used for the FY 2011 *Annual Report*. It is described in Appendix A of this report.

Since publication of the FY 2011 report in February 2010, several projects have been approved into New Starts Preliminary Engineering or Final Design or Small Starts Project Development. These include:

Approved into New Starts Final Design

- Denver, CO -- Eagle Project
- Boston, MA – Assembly Square Station (exempt project)
- St. Paul- Minneapolis, MN – Central Corridor LRT

Approved into New Starts Preliminary Engineering

- Los Angeles, CA – Regional Connector Transit Corridor
- Los Angeles, CA – Westside Subway Extension
- Pawtucket, RI – Pawtucket/Central Falls Commuter Rail Station (exempt project)

Approved into Small Starts Project Development

- Mesa, AZ – Central Mesa LRT Extension
- Fresno, CA – Fresno Area Express Blackstone/Kings Canyon BRT
- Jacksonville, FL – JTA BRT North Corridor
- El Paso, TX – Mesa Corridor BRT
- King County, WA – RapidRide E Line BRT
- King County, WA – RapidRide F Line BRT

In addition, since the publication of the FY 2011 report in February 2010, several project sponsors have removed their projects from the New Starts program. These include:

- Miami, FL – Orange Line Phase 2: North Corridor Metrorail Extension
- Boston, MA – Silver Line Phase III
- Northern New Jersey, NJ – Access to the Region's Core

Table 2A Summary of FY 2012 Project Ratings

Table 2B Detailed Summary of FY 2012 Local Financial Commitment Ratings

Table 2C Detailed Summary of FY 2012 Project Justification Ratings

Map of Current and Pending FFGA/PCGA projects

Map of Projects in Final Design, Preliminary Engineering, Project Development

Paul S. Sarbanes Transit in Parks Program

In FY 2009, Congress appropriated \$26.90 million for the Paul S. Sarbanes Transit in Parks Program, which was consistent with funding levels authorized in SAFETEA-LU. A total of 80 project proposals were received, totaling \$71.5 million. After a competitive evaluation process, 46 projects were selected for a combined total of \$24.8 million.

In FY 2010, Congress appropriated \$ [REDACTED] million for the Paul S. Sarbanes Transit in Parks Program, which was consistent with funding levels authorized in SAFETEA-LU. A total of 73 project proposals were received, totaling \$83.1 million. After five projects were determined to be ineligible, and nine projects were withdrawn at the request of the federal land management agencies, 59 projects totaling \$49.4 million remain under evaluation. FTA has not completed the FY 2010 evaluation process, but anticipates announcing successful applicants in the *Federal Register* once project selections have been finalized. Appendix B describes FTA's overall progress in developing the program and describes the technical assistance activities sponsored to date.